



SAN FRANCISCO PLANNING DEPARTMENT

491 BAYSHORE
HOME DEPOT

INITIAL STUDY

March 6, 2002

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PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street, Suite 500 San Francisco, CA 94103-2414

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CURRENT PLANNING/ZONING
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LONG RANGE PLANNING
FAX: 558-6426

DOCUMENTS DEPT

DATE: March 9, 2002

TO: Responsible Agencies, Trustee Agencies, and Interested Parties

FROM: Paul Maltzer, Environmental Review Officer

RE: Notice of Preparation of a Draft Environmental Impact Report

MAR 11 2002

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The City and County of San Francisco Planning Department is the Lead Agency and will prepare an Environmental Impact Report for the following project:

2001.0062E: Home Depot Project- 491 Bayshore Boulevard, Assessor's Block 5598, Lots 8, 9, 11, 13, 15, 16, 18, 21, and 28. The proposed project consists of demolition of two vacant buildings, totaling 107,372 square feet (sq.ft.), and construction of a home improvement store (Home Depot). The main store would be two stories tall, with approximately 96,250 sq.ft. on the main floor, 38,405 sq.ft. on the second floor, and a 9,888-sq.-ft. enclosed green house. The proposed project also includes an approximately 8,546-sq.ft. outdoor-garden center. The Home Depot building would be approximately 153,089 sq.ft. A separate parking garage consisting of two levels plus rooftop parking totaling 550 parking spaces would also be constructed on this 5.73-acre site. The buildings would be approximately 40 feet in height. Vehicular access to the parking garage would be from Bayshore Boulevard, where Cortland Avenue dead-ends into Bayshore Boulevard, and secondary access would be on Loomis and Waterloo Streets. Between the ground level of the parking facility and the store, a customer pick-up lane would be provided with egress onto Bayshore Boulevard, just north of the Cortland Avenue intersection. Four general freight-loading spaces would be provided. The project is located within the Bayview/Hunter's Point neighborhood. The site is within the Planning Commission's adopted Industrial Protection Zone (IPZ) and is located in an M-1 (Light Industrial) zoning district and within a 65-J height and bulk district.

The Notice of Preparation of a Draft Environmental Impact Report (EIR) and Notice that an EIR is Determined to be Required for the above-referenced project are being sent to you because you have expressed an interest in the proposed project, or because you have been identified by the Planning Department as potentially having an interest in the project. Notice of publication of these documents will be printed in a newspaper of general circulation on the day following the date of these notices. As stated in these Notices, the Planning Department has determined that pursuant to the California Environmental Quality Act (CEQA) an EIR must be prepared prior to any final decision regarding the project.

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project.

Written comments on the scope of the EIR will be accepted until the close of business on April 8 2002. Written comments should be sent to: Paul Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Ste. 500, San Francisco, CA 94103. Please include the name of a contact person in your agency. Thank you.


Paul Maltzer
Environmental Review Officer

March 6, 2002
Date



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**NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED**

Date of this Notice: March 9, 2002

Lead Agency: San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, California 94103-2414

Agency Contact Person: Tammy Chan

Telephone: (415) 558-5982

Project Title: 2001.0062E- 491 Bayshore Boulevard, Home Depot

Project Sponsor: Home Depot, U.S.A., Inc.

Project Contact Person: Anna Shimko, Cassidy Shimko & Dawson, LLP

Telephone: (415) 788-2040

Project Address: 491 Bayshore Boulevard /196 Loomis Ave


Assessor's Block and Lot: Block 5598, Lots 8, 9, 11, 13, 15, 16, 18, 21, and 28

City and County: San Francisco

Project Description: The proposed project consists of demolition of the vacant buildings, totaling 107,372 square feet (sq. ft.), and construction of a home improvement store (Home Depot). The main store would be two stories, with approximately 96,250 sq. ft. on the main floor, and 38,405 sq. ft. on the second floor, and a 9,888-sq.-ft. enclosed green house. The proposed project also includes an approximately 8,546-sq. ft. outdoor-garden center. The total retail space would be approximately 153,089 sq. ft. A separate parking garage consisting of two levels plus rooftop parking totaling 550 parking spaces would also be constructed on this 5.73-acre site. The buildings would be approximately 40 feet in height. Vehicular access to the parking garage would be from Bayshore Boulevard, where Cortland Avenue dead-ends into Bayshore Boulevard, and secondary access would be on Loomis and Waterloo Streets. Between the ground level of the parking facility and the store, a customer pick-up lane would be provided with egress onto Bayshore Boulevard, just north of the Cortland Avenue intersection. Four general freight-loading spaces would be provided. The project is located within the Bayview-Hunters Point neighborhood. The site is within the Planning Commission's adopted Industrial Protection Zone (IPZ) and is located in an M-1 (Light Industrial) zoning district and within a 65-J height and bulk district.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the Planning Commission is March 29, 2002 at 5:00 p.m.. An appeal requires: (1) a letter specifying the grounds for the appeal, and (2) a \$209.00 filing fee.


Paul Maltzer
Environmental Review Officer
Planning Department

INITIAL STUDY¹
2001.0062E- 491 Bayshore, Home Depot

I. PROJECT DESCRIPTION AND SETTING

A. PROJECT DESCRIPTION

The project site is located at 491 Bayshore Boulevard/196 Loomis Ave, on Assessor's Block 5598, Lots 8, 9, 11, 13, 15, 16, 18, 21, and 28, which totals 249,699 sq.ft. or approximately 5.73 acres. The site is part of the major City block bounded by a one-story industrial building to the north, Waterloo Street to the south, Loomis Avenue to the east, and Bayshore Boulevard to the west in an industrial area of San Francisco (Figure 1, page 3).

Two buildings currently exist on the site, both of which are vacant. Goodman Lumber Company previously operated a 76,846-sq.-ft. home improvement and building supply store on a portion of the site while Whole Earth Access, a retail home furnishing and supply store, operated out of the second building, which was approximately 30,500 sq.ft. Whole Earth occupied its portion of the property until June of 1999 and Goodman Lumber Company ceased its operation in August of 2000. The property has been vacant since.

The proposed project is to demolish the two existing buildings and construct a two-story, approximately 153,089-sq.-ft. home improvement store. The main store would be two stories, with approximately 96,250 sq.ft. on the main floor, and 38,405 sq.ft. on the second floor, and a 9,888-sq.-ft. enclosed greenhouse (Figures 2, 3, 4, 5, and 6, pages 4 to 8). The proposed project also includes an approximately 8,546-sq.-ft. outdoor-garden center. A separate 550-space, two-story parking garage plus rooftop parking would also be constructed. The buildings would be approximately 40 feet in height. There would be an approximately 4½-foot tall wall with a 6-foot trellis along the periphery of the roof to shield the views of parked cars. Vehicular access to the parking facility would be from Bayshore Boulevard, where Cortland Avenue dead ends into Bayshore Boulevard, and from Loomis and Waterloo Streets. Traffic signals and pedestrian crosswalks would be installed at Bayshore Boulevard and Cortland Avenue, a left-turn pocket would be created for southbound Bayshore Boulevard traffic to enter the project site, and just north of the project site, the median on Bayshore Boulevard would be changed to allow northbound traffic to make U-Turns. Development of the site would require excavation of approximately 8,500 cubic yards of soil for footings and foundation. The foundation system would include pile driving.

B. PROJECT SETTING

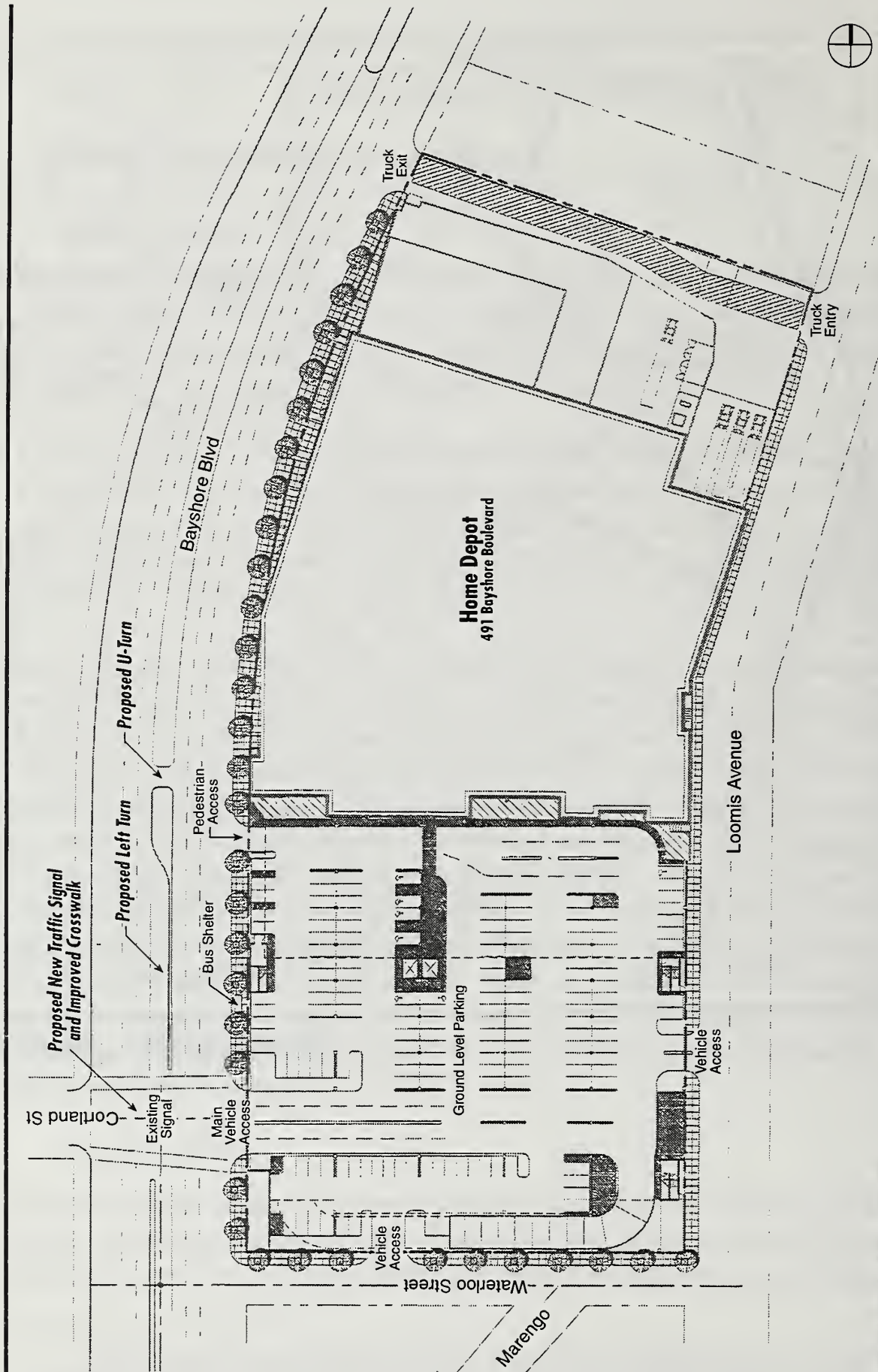
The project site consists of nine lots. Adjacent to the project site at the north end of this block, there are three buildings (a masonry supply warehouse and storage lot, a commercial retail and parking lot and a fast food restaurant). The project site is located in an M-1 (Light Industrial) zoning district in the Bayview-Hunters Point neighborhood.

¹ A Preliminary Mitigated Negative Declaration was published on September 29, 2001 and appealed to the Planning Commission. Upon further analysis, the Planning Department determined that an Environmental Impact Report (EIR) was required. The issues raised in the appeals will be addressed in the EIR.



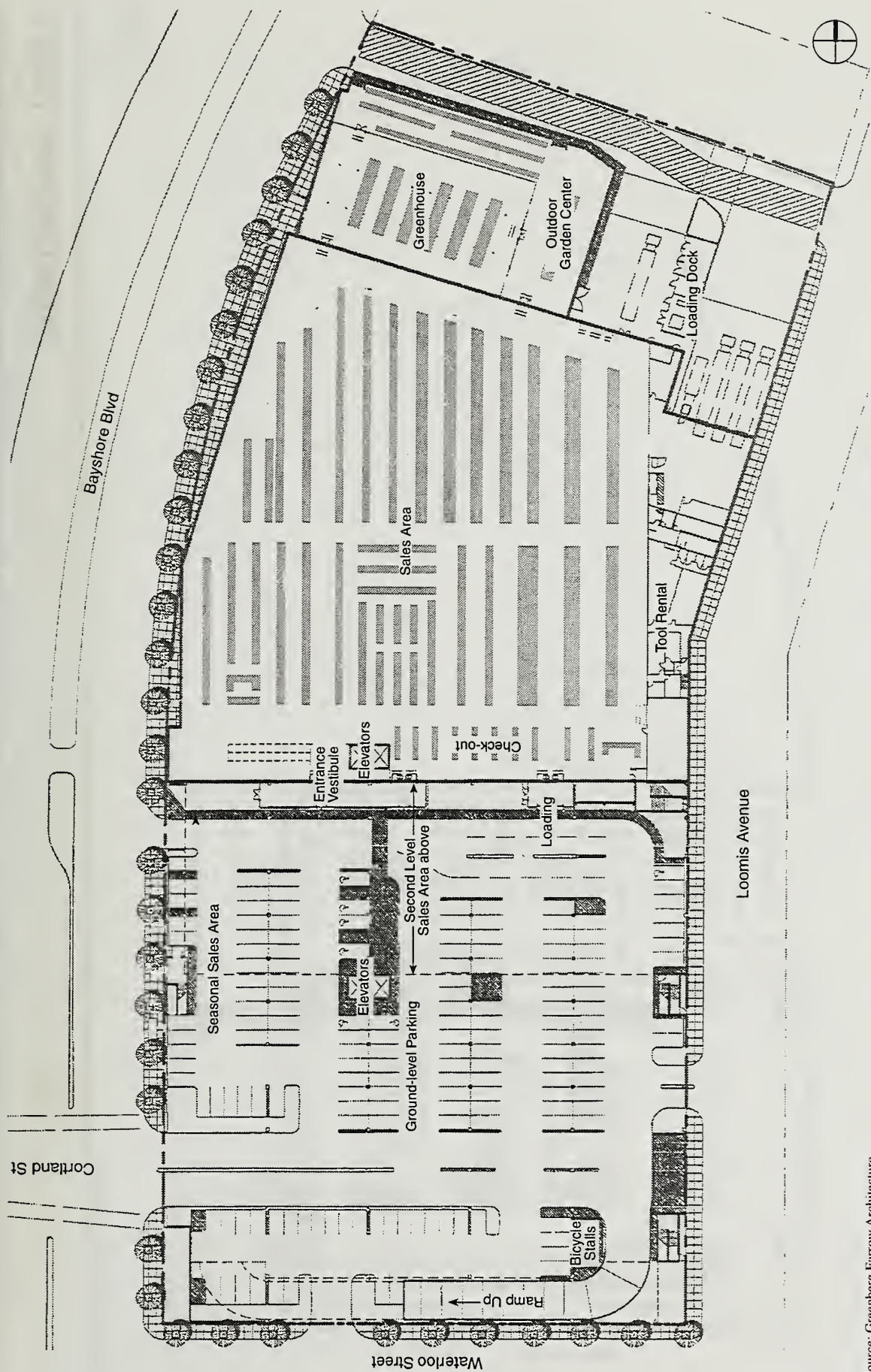
Source: During Associates

PROJECT LOCATION FIGURE 1



Source: Greenberg Farrow Architecture

SITE PLAN FIGURE 2

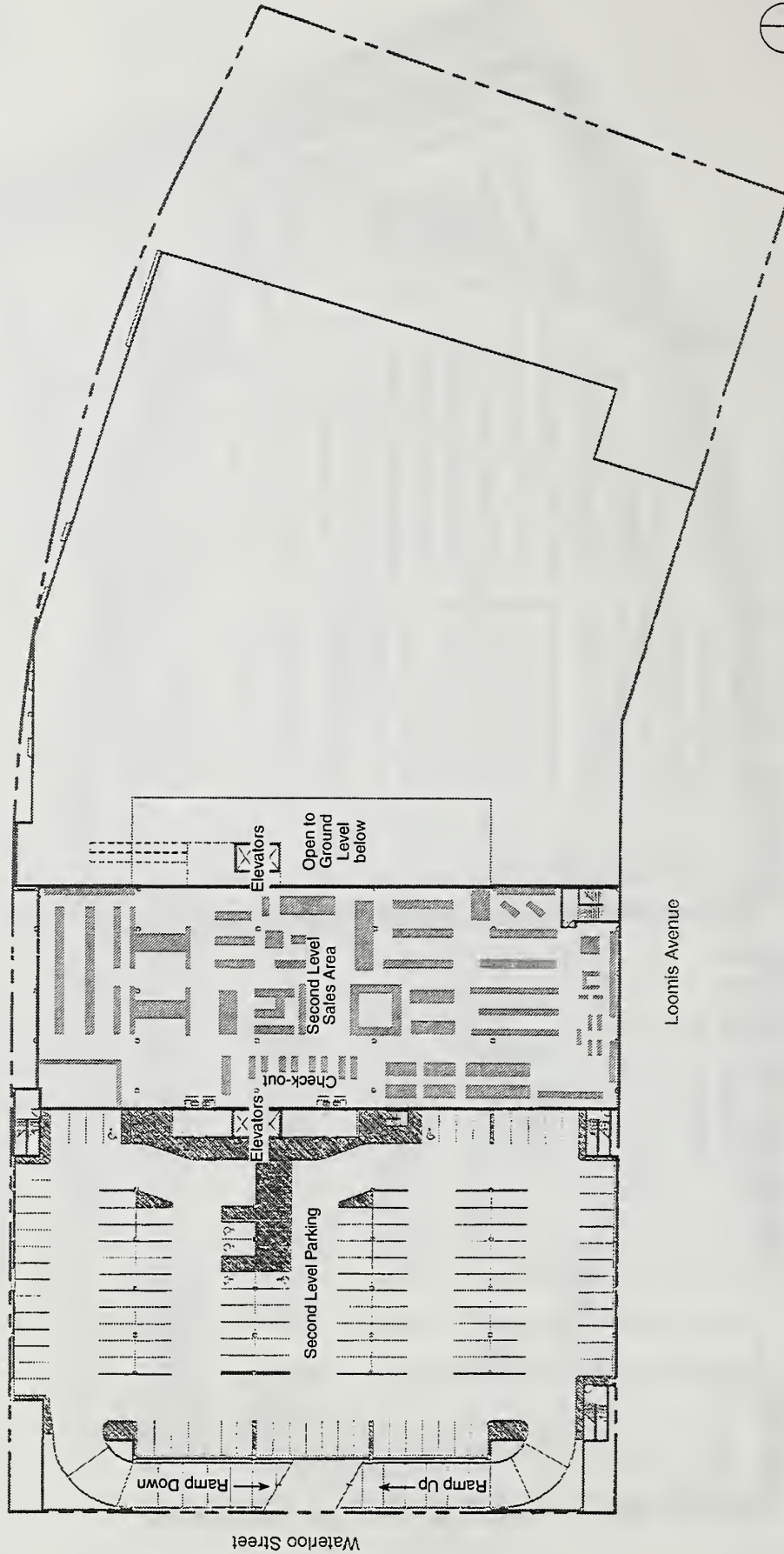


Source: Greenberg Farrow Architecture

GROUND LEVEL PLAN FIGURE 3

Cortland St

Bayshore Blvd



Loomis Avenue

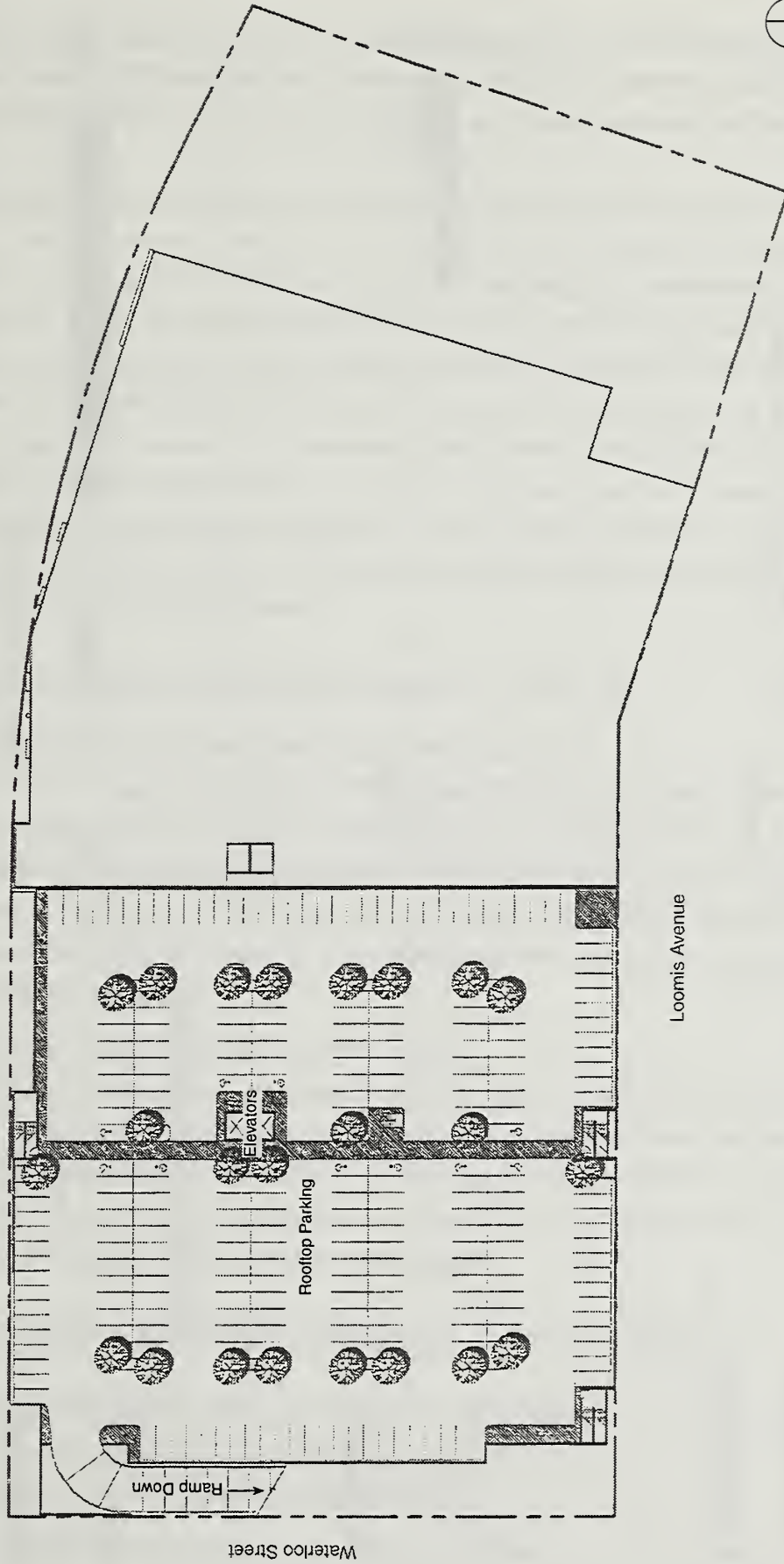
Waterloo Street

Source: Greenberg Farrow Architecture

SECOND LEVEL PLAN FIGURE 4

Cortland St

Bayshore Blvd



Waterloo Street

Rooftop Parking

Elevators

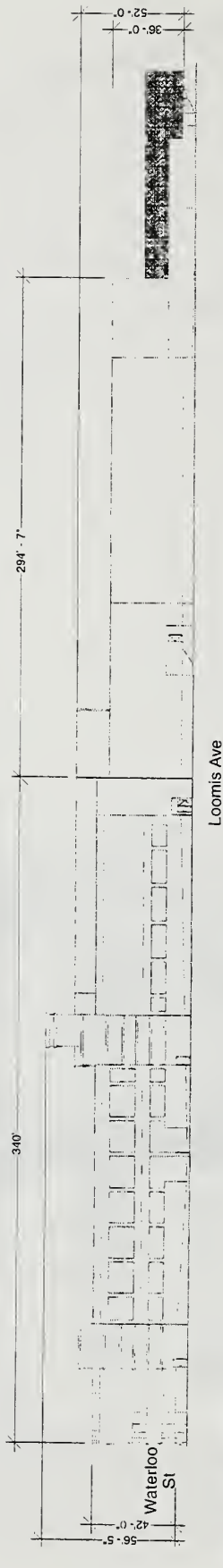
Loomis Avenue

Source: Greenberg Farrow Architecture

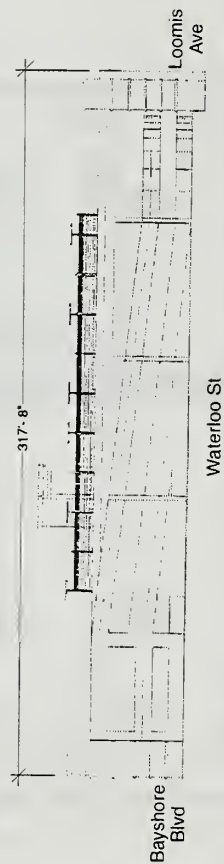
ROOFTOP PARKING PLAN FIGURE 5



Bayshore Boulevard Elevation



Loomis Avenue Elevation



Waterloo Street Elevation



Garden Center (North) Elevation

Source: Greenberg Farrow Architecture

ELEVATIONS FIGURE 6

The zoning on this block of Bayshore Boulevard, as well as within one block of the project site (i.e., within an area encompassing nine blocks, with the subject block at the center), is M-1. The nearest residential development is west of Bayshore Avenue and west of U.S. 101 in the Bernal Heights neighborhood, about three blocks from the project site.

The buildings in the general area range from one to two stories, large in mass/bulk, with a mix of commercial activity, both industrial and retail in character. Some of the uses located immediately adjacent to the project site include fast food, auto body repair, and warehouse. Bayshore Builder's, a building supply warehouse, is located to the south, across Waterloo Street. Several industrial-type businesses are located east of the property across Loomis Street. A Jack in the Box and various one-and two-story industrial buildings, home supply stores, and retail warehouses are located to the west side, across Bayshore Boulevard. In the vicinity of the project site, U.S. 101 has north and southbound offramps at Silver Avenue, I-280 has on and off ramps west of Alemany Boulevard/Industrial Street. U.S. 101 and I-280 merge at Cesar Chavez Street just south of the project site at the Alemany interchange. Cortland Avenue is the principal street through Bernal Heights and serves to connect Mission Street and Bayshore Boulevard. The subject site is on the eastern edge of the Bernal Heights neighborhood but is considered to be in the Bayview/Hunter's Point District of San Francisco.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The proposed Home Depot project at 491 Bayshore/196 Loomis Avenue, a retail home improvement and supply store, is examined in this Initial Study to identify potential effects on the environment. On the basis of this study, project-specific effects and cumulative impacts that relate to transportation and air quality have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR). In addition, the EIR will provide additional discussion of land use and hazards for informational purposes, although the impacts are determined in this Initial Study to be less than significant.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential environmental effects were determined either to be less than significant or to be reduced to a less than significant level through mitigation measures included in the Initial Study and project. These items are discussed in Section III below, and require no further environmental analysis in the EIR: land use, population, visual quality and glare, shadow, wind, noise, utilities/public services, biology, geology/topography, water, energy/natural resources, lead paint and asbestos hazards, and cultural resources.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH ZONING, PLANS AND POLICIES	<u>N/A</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *San Francisco Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Code*, or an exception is granted pursuant to provisions of the *Code*. The project would not require any exceptions from the *City Planning Code*.

The project site is located in an M-1 (Light Industrial) zoning district in the Bayview Area. This site is also within a 65-J height and bulk district where heights up to 65 feet may be permitted. Bulk restrictions include a maximum building length of 250 feet and a maximum diagonal length of 300 feet. These restrictions would only apply if portions of the buildings exceeded 40 feet in height from the base of the buildings. The proposed new structures would be less than 40 feet in height, thus, the bulk restriction would not apply. The site is also within the Planning Commission's adopted Industrial Protection Zone (IPZ), and the proposed project would be a permitted use. Because the proposed development is not an office, housing and/or live/work, the mandatory discretionary review that is required under the IPZ resolution would not apply. The proposed construction of more than 148,000 square feet of retail space, if approved, would be subject to the application of the Jobs-Housing Linkage Program (Planning Code Section 313), which would require the project sponsor to construct affordable housing or to subsidize development of affordable housing by others.

Environmental plans and policies are those, like the *Bay Area Air Quality Plan*, that directly address environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The EIR will address these plans and policies and note whether the proposed project would obviously or substantially conflict with them.

The City's *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The current project would not obviously or substantially conflict with any such policy. In general, potential conflicts with the *General Plan* are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved *Proposition M, the Accountable Planning Initiative*, which added Section 101.1 to the *City Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority

Policies. In reviewing the building permit and discretionary review applications for the proposed project, the Planning Department would evaluate the necessary findings of consistency with the Priority Policies.

The proposed project is in the San Francisco Redevelopment Agency's South Bayshore Survey Area. A Concept Plan for the area is in process and the project site is in a sub-area proposed for continued retail commercial use.

The Planning Commission must certify the EIR as a complete and accurate environmental document for the project prior to taking any approval actions. There are no specific approvals necessary for the project, however, the project may be subject to staff-initiated discretionary review by the Planning Commission. The relationship of the project to *Planning Code* requirements will be described in the EIR.

B. ENVIRONMENTAL EFFECTS

All items except Transportation/Circulation and Air Quality on the Initial Study Environmental Evaluation Checklist have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. For items where the conclusion is "To be Determined," the analysis will be included in the EIR. Several of the Checklist items have been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" without a discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department such as the Department's *Transportation Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, staff considered both the individual and cumulative impacts of the proposed project.

1. <u>Land Use</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Disrupt or divide the physical arrangement of an established community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have any substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed use would be similar to some of the uses formerly existing at the site. Goodman Lumber Company was a retail home improvement and building supply store that included an outdoor-garden center. Whole Earth Access was a retail store that sold home furnishings, appliances, books, computers, kitchen accessories and clothing. The proposed project would be a retail home improvement and supply store that includes an outdoor-garden center. The existing buildings on the site total approximately 107,000 sq.ft. and the new proposal would be about 153,100 sq.ft. The proposed project would be a larger development that would contain some of the previous uses on the site, and would increase the density of uses, number of customers and amount of vehicles on the site. The proposed project, however, would not essentially change the existing retail/light industrial character or physical arrangement of the area. The use would be generally compatible with the mix of surrounding commercial and industrial uses in a dense urban area.

In conclusion, the proposed project would not result in significant adverse land use impacts. The EIR, however, will discuss land use issues for context and informational purposes.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
2. <u>Visual Quality</u> - Could the project:			
a. Have a substantial, demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Generate obtrusive light or glare substantially impacting other properties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The visual character of the site would change with the construction of the new buildings. The proposed 40-foot high buildings would be the largest along Bayshore Boulevard in the surrounding area. The project area has an industrial/commercial setting, and the proposed project would be similar in character to other buildings in the area. The proposed buildings would also be similar in height to most other buildings in the immediate project area, but would be larger in bulk. The proposed project, however, would not have a substantial, demonstrable negative aesthetic effect within its urban commercial and light industrial setting. The EIR will address the design of the project in relation to the proposed Industrial Area Design Guidelines for the South Bayshore Area Plan.

There is no existing scenic view or vista visible from the project site or its vicinity; therefore, the proposed project would not block or degrade any existing or public scenic views or vistas. The nearest residential development is west of Bayshore Avenue in the Bernal Heights neighborhood. The neighborhood is situated on a hill, at a higher elevation, therefore, the proposed project would not be expected to block or significantly modify existing private views from residents in the Bernal Heights neighborhood. It would, however, at least partially block or modify existing private views from some other buildings near the site. Given the mixed-use urban nature of the project's setting, the potential blockage of private views would not be considered a significant effect within the context of CEQA.

The project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Thus, the project would not result in the production of additional obtrusive glare affecting other properties. The project would continue to emit relatively low levels of light, similar to those generated in the past by the existing structures, and would not substantially increase ambient light levels in the project area. An approximately 4½-foot tall wall with a 6-foot trellis containing screening plants would be constructed along the periphery of the roof to shield the glare of parked cars and headlights from the surrounding neighborhood. The lighting for the rooftop parking would be directed downward away from the residences on Bernal Heights. Project light and glare would not result in adverse effects on nearby residents or businesses.

Because of the size and location of the proposed project, the effects on visual quality would not be considered significant and will not be addressed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
3. <u>Population</u> - Could the project:			
a. Induce substantial growth or concentration of population?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace a large number of people (involving either housing or employment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The property has been vacant since August of 2000. Since the site is vacant, no job or housing displacement would occur with project implementation. It is expected that the proposed project would employ approximately 275 to 300 employees which would be drawn from the existing City and regional labor pool.² The project could generate as many as 2,500 to 3,000 shoppers per day, and would increase the concentration of people on the project site. While potentially noticeable to the immediately adjacent neighborhood, the anticipated increase of population on the site would not substantially increase the existing area-wide concentration of industrial activities or population, because the project area is a dense and populated urban area.

San Francisco's employment is projected to grow from about 535,000 employees to about 673,500 employees in 2015, an increase of 26 percent.³ Therefore, project related employment growth would constitute about 0.2 percent of citywide employment growth by the year 2015. This potential increase in employment would be minimal in the context of the total employment in greater San Francisco.

An estimated 311,340 households resided in San Francisco in 1995. By 2015, San Francisco households are expected to increase by 32,309 households, a 10 percent increase.⁴ Based on a nexus study prepared for the Jobs-Housing Linkage Program, the project would create a demand for about 85 dwelling units.⁵ Housing demand in and of itself is not a physical environmental effect under CEQA. Nonetheless, under the current requirements of Section 313 of the *San Francisco Planning Code*, the project sponsor would be required to contribute to the affordable housing production in San Francisco, either by directly constructing housing units or by paying an in-lieu fee. Complying with the Jobs-Housing Linkage Program is the manner in which San Francisco typically addresses housing demand effects from individual development projects. Based on the above analysis, population and housing effects of the proposed project would not be a significant effect and will not be discussed in the EIR.

² Estimated employee figure provided by the project sponsor based on other store locations.

³ Keyser Marston Associates, Inc., San Francisco Cumulative Growth Scenario: Final Technical Memorandum, prepared for the San Francisco Redevelopment Agency, March 30, 1998

⁴ Keyser Marston Associates, Inc., cited in Note 1, above

⁵ This method uses the estimated project-related increase in employment (approximately 250 new employees) multiplied by the fraction of San Francisco employees who live in the City (55%). This result, the approximate number of project-related employees who would live in the City (138), is divided by the average number of San Francisco workers in households where San Francisco workers reside (1.63). The estimated housing demand would be 85 units ($250 \times 0.55 / 1.63 = 85$).

4. Transportation/Circulation - Could the project:

- | | |
|--|-------------------------|
| a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system? | <u>To be Determined</u> |
| b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards? | <u>To be Determined</u> |
| c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity? | <u>To be Determined</u> |
| d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities? | <u>To be Determined</u> |

The proposed project would include 550 parking spaces in a three-level parking garage for customers and employees. The increase in employees and customers on the project site would result in increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. A Transportation Study will be conducted by a transportation consultant under the supervision of the Planning Department. The study will address the impacts of the proposed project on traffic and vehicular circulation, intersection operations, transit, pedestrian circulation, bicycling, parking, and freight loading during project construction and occupancy. The analysis will take into account the project's contribution to cumulative traffic impacts.

5. Noise - Could the project:

- | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|
| a. Increase substantially the ambient noise levels for adjoining areas? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Violate Title 24 Noise Insulation Standards, if applicable? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Be substantially impacted by existing noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

Ambient noise levels in the vicinity of the project are typical of noise levels in industrial neighborhoods in San Francisco, which are dominated by vehicular traffic, including trucks, cars, MUNI buses, emergency vehicles, new construction in the area, and industrial activities. An emergency propane generator is proposed in an enclosed area on the project site. The generator would be in-line with the transformers and would not be expected to exceed current noise levels. The project would generate noise from vehicles arriving and departing from the parking structure and trucks making deliveries to the project site. In addition, there would be noise emanating from the outdoor garden center. Project generated noise, however, would be similar to the existing noise environment, which is generally accepted in urban areas. Title 24 Noise Insulation Standards of the California Government Code pertain to residential use and are not applicable to the project.

The noise generated by occupancy of the proposed project would not be considered a significant impact of the proposed project and will not be discussed in the EIR.

Construction Noise

Construction-related activities would typically occur Monday through Friday from 6:00 A.M. to 5:00 P.M. It is anticipated that construction activities may occur on weekends or extended hours on weekdays if necessary. The construction period would last approximately 14 to 18 months. Building construction would require pile driving, temporarily increasing noise in the site vicinity. Noise levels at receptors near the project site would depend on their distance from the source and on the presence of noise barriers. To mitigate any impacts associated with noise generated from pile driving, the project would comply with regulations set forth in the San Francisco Noise Ordinance (Article 29 of the *San Francisco Police Code*). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (dBA; a unit of measure for sound - "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound) at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 P.M. and 7:00 A.M., unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period. During the construction period for the proposed project, construction noise and possibly vibration could be considered an annoyance by occupants of the nearby properties.

The Department of Building Inspection (DBI) is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 A.M. to 5:00 P.M.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be obliged to comply with the City's Noise Ordinance.

Because project construction noise would be temporary and intermittent and thus would not be considered significant, construction noise requires no further analysis and will not be addressed in the EIR.

Traffic Noise

Generally, traffic must double in volume to produce a noticeable increase in noise levels. The project would not cause a doubling in traffic volumes in the project area, and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity. Thus, traffic noise will not be discussed in the EIR.

6. **Air Quality/Climate** - Could the project:

- | | |
|---|--|
| a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation? | <u>To be Determined</u> |
| b. Expose sensitive receptors to substantial pollutant concentrations? | <u>To be Determined</u> |
| c. Permeate its vicinity with objectionable odors? | <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> |
| d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region? | <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> |

Air Quality

The Bay Area Air Quality Management District (BAAQMD) has identified size thresholds for various land uses, which, based on default assumptions, would result in mobile source emissions exceeding the District's threshold of significance for nitrogen oxides (NO_x).⁶ The District recommends more detailed analysis for any project whose size is near or exceeds the threshold of 80 pounds per day for ROG (reactive organic gases), Nox (nitrogen oxides) or PM10 (fine particulate matter). The equivalent threshold for CO (carbon monoxide) is 550 pounds. The proposed project could exceed the District's threshold. Therefore, air quality impacts, including project construction and local and regional impacts of project operation, will be analyzed in the EIR.

Odors

The proposed project would be retail home improvement and supply store, and would not contain products or generate uses that would permeate its vicinity with objectionable odors.

Shadow

The new buildings would shade adjacent properties but would not increase the total amount of shading in the neighborhood above levels that are common and generally accepted in urban areas. Therefore, shadowing from the proposed project is not considered to be a significant adverse impact on the City's environment. Section 295 of the *City Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 would not apply, because the new proposed structures would not exceed 40 feet in height.

⁶ Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, April 1996, Revised December 1999.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
7. <u>Utilities/Public Services</u> - Could the project:			
a. Breach published national, state or local standards relating to solid waste or litter control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Extend a sewer trunk line with capacity to serve new development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase demand for schools, recreation or other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Require major expansion of power, water, or communications facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would increase demand for and use of public services and utilities on the site, but not in excess of amounts expected and provided for in this area. San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect.

In conclusion, the proposed project would not result in significant adverse impacts on public services and utilities. Therefore, the EIR will not discuss public services and utilities.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
8. <u>Biology</u> - Could the project:			
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require removal of substantial numbers of mature, scenic trees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The site is within a developed area of the City, and does not provide habitat for any rare or endangered plant or animal species. No other important biological resources are likely since the site has been disturbed by humans for many years.

No trees would be removed. In conclusion, the proposed project would not result in significant adverse impacts on biology. Therefore, the EIR will not discuss biology.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
9. <u>Geology/Topography</u> - Could the project:			
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is in a Special Geologic Study Area as shown in Map 3 in the Community Safety Element of the *San Francisco General Plan*. This map indicates areas in which one or more geologic hazards exist. The project sponsor has provided a geotechnical investigation report prepared by a California-licensed geotechnical engineer (Geotechnical Professionals, Inc. [GPI], October 18, 2001) that is on file with the Planning Department and available for public review as part of the project file. The recommendations contained in the report include but are not limited to:

- The site soil profile encountered 9 to 22 feet of uncompacted and undocumented fills. The Home Depot building and parking garage should be supported on precast, prestressed, concrete piles which derive their support from friction and end-bearing in the dense and stiff soils underlying the site.
- The seven feet of fill required to raise the grades along the eastern portion of the site would experience about 14 inches of settlement over thirty years. Access to the structure on the east side would require a transition or hinged slab to allow for the anticipated long term settlement.
- The long term settlement caused by additional fill placement should be considered when designing and installing below slab utilities and utilities transitioning from outside to inside the building.
- In areas where the grades are not being raised and the bay mud deposits are thin, access to and from the site along the west side would not require a transition structure (i.e. hinged slab).
- Since the structures should be pile supported, further mitigation of the buildings to resist liquefaction of the materials would not be needed.
- The depth to a suitable bearing layer for the piles should vary from 30 to 115 feet below grade.
- Due to the densification of the fills under the site, there is a potential for subsidence of paved areas and utilities not supported on pile foundations. To help mitigate some of the settlements, the near surface soils should be proofrolled with a heavy vibratory roller.
- Since groundwater was encountered at a depth of 9 to 14 feet, deep excavations, such as for utility installation, will encounter soft and wet soils and may require dewatering.
- Positive surface gradients should be provided adjacent to all structures so as to direct surface water runoff and roof drainage away from foundations and slabs toward suitable discharge facilities. Planters adjacent to the structures should be avoided. If required, such planters should be lined and provided with subsurface

drainage to collect excess irrigation water. Long term ponding of surface water should not be allowed on pavements or adjacent to buildings.

- Since it was not possible to perform geotechnical explorations at several locations on the site due to the existing buildings, completion of the planned explorations should be done when the demolition of the existing buildings is complete.

The geotechnical report found the site suitable for development providing that the recommendations included in the report were incorporated into the design and construction of the proposed development. The sponsor has agreed to follow the recommendations of the report in constructing the project.

Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the S.F. Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring.

Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

The final building plans would be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. The above referenced geotechnical investigation would be available for use by the DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI review of the building permit application pursuant to DBI implementation of the *Building Code*. The EIR will not address geology and soils.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
10. <u>Water</u> - Could the project:			
a. Substantially degrade water quality, or contaminate a public water supply?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Cause substantial flooding, erosion or siltation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Records indicate that a 550-gallon-gasoline underground storage tank (UST) was removed in May of 1990 under the requirement of San Francisco Department of Public Health, Local Oversight Program (DPH-LOP) and Department of Fire Prevention. Two- 4,000-gallon-USTs were also removed from the site in February of 1999 under the requirements of DPH and the BAAQMD.

Soil results from the removal of the 550-gallon-gasoline-UST found total petroleum hydrocarbons as gasoline (TPH-G), benzene, toluene, ethylbenzene and xylenes (BTEX). Soil samples collected from the bottom of the excavation for the two former 4,000-gallon-USTs found TPH-G, BTEX, methyl-tert-butyl-ether (MTBE) and total lead (Pb). Groundwater samples were also taken and reveal TPH-G, BTEX, and MTBE. The Department of Public Health Local Oversight Program requested a work plan addressing the groundwater contamination, specifically requesting at least one groundwater-monitoring well to be installed within 10 feet of the former excavation of the two 4,000-gallon-USTs and quarterly monitoring of the well for a period of one year. According to the DPH-LOP, the first three quarterly monitoring sets of results for the groundwater sample from the monitoring well were negative (there were no elevated concentrations of contaminants).

The proposed project would not affect groundwater resources and would not interfere with groundwater recharge.

In conclusion, the proposed project would not result in significant adverse impacts on surface water or groundwater quality. Therefore, the EIR will not discuss water.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
11. <u>Energy/Natural Resources</u> - Could the project:			
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Department of Building Inspection requires that new buildings in San Francisco conform to energy conservation standards specified by Title 24 of the *California Code of Regulations*. Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the Department of Building

Inspection. No substantial environmental effects are expected from the proposed project, and energy consumption will not be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
12. Hazards - Could the project:			
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Interfere with emergency response plans or emergency evacuation plans?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Create a potentially substantial fire hazard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Phase I Environmental Site Assessment (ESA) of the project site was conducted by an independent consultant (Stechmann Geoscience, Inc. (SGI), March 20, 2001). The Phase I ESA was conducted to identify possible environmental concerns related to on-site or nearby chemical use, storage, handling, spillage, and/or on-site disposal, with particular focus on potential degradation of soil and groundwater quality. A Phase II investigation was also conducted by SGI in April 2001 to assess petroleum hydrocarbons and heavy metals in the soil. A copy of the Phase I and Phase II ESA is available for review as part of the project file at the Planning Department, 1660 Mission Street.

The potential for effects of the hazardous materials on the site will be discussed in the EIR for informational purposes.

The Maher Ordinance is a San Francisco Regulation which requires certain environmental actions for various sites but those primarily “Bayward of the high-tide line”. The site is not within the limits of the ordinance, however, the project site is underlain by bay mud deposits to depths of 20 to 92 feet and may have been part of the original bay.

Asbestos

The existing buildings on the project site were constructed in the 1950s and 1960s, a period of time when asbestos was used in buildings. Asbestos materials may be found within the existing structures on site which are proposed to be demolished as part of the project. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste

disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

Lead-based paint

Lead paint may be found in the existing buildings, constructed in the 1950s and 1960s, and proposed for demolition as part of the project. Demolition must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the HUD Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide

written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures by the *San Francisco Building Code* would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a level of insignificance.

The presence of asbestos and lead paint on the project site would not be considered potentially significant impacts. The EIR will address the potential sources of hazardous substances as a result of activities on and off the site that may have involved handling, storage, or disposal of hazardous substances that could affect the quality of soils or groundwater. A Site Mitigation Plan and a Soil Management Plan prepared to safely remediate the site will also be discussed in the EIR.

Fire Safety

San Francisco ensures fire safety primarily through provisions of the *Building Code* and the *Fire Code*. Existing buildings are required to meet standards contained in these codes. The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the permit review process. The environmental effects of the proposed project would not be expected to interfere with emergency response times in the area.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
13. Cultural - Could the project:			
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with established recreational, educational, religious or scientific uses of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?

☐☒☐

The existing structures on the site are not of historic architectural merit because they are standard industrial buildings built in the last fifty years and were not designed by significant architects. Therefore, there would be no effect on historic architectural resources. Development of the site would require excavations of approximately 8,500 cubic yards of soil for footings and foundation. The foundation system would include pile driving.

Factors considered in order to determine the potential for encountering archaeological resources include location, depth and amount of excavation proposed, as well as any existing information about known resources in the area. The project site is in an area where no significant archaeological resources have been identified, and where some previous site-disturbance may have taken place (for street grading and for construction of former buildings). Since the project would not involve extensive excavation, the project would be unlikely to disturb subsurface cultural resources, historic, or prehistoric, should such resources exist on or near the project site. Nonetheless, the excavation and foundation design proposed as part of the project may impact unknown subsurface features/resources. For this reason, the project sponsor has agreed to implement Mitigation Measure 1, to avoid adverse effects on historic resources. The proposed project would not have any significant impact on architectural or historical resources and will not be discussed further in the EIR.

Yes

No

Discussed

C. OTHER

Require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?

☐☒☐

The proposed project is consistent with all applicable zoning controls; however, the project may be subject to staff-initiated discretionary review by the Planning Commission. The improvements to the traffic signals, pedestrian crosswalks, the median, and southbound left-turn traffic at Bayshore Boulevard and Cortland Avenue are subject to review by the Interdepartmental Staff Committee on Traffic and Transportation.

In response to a September 21, 2001 Preliminary Mitigated Negative Declaration for the project, concerns were expressed regarding the proposed use, use size, air quality and traffic impacts. These issues will be addressed in the EIR.

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1. Could the project have significant effect if mitigation measures are not included in the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following mitigation measures are related to topics determined to require no further analysis in the EIR. The EIR will contain a Mitigation Measures chapter which describes these measures and includes other measures which would or could be adopted to reduce potential adverse effects of the project will be identified in the EIR.

The project sponsor has agreed to implement the following mitigation measures:

Mitigation Measure 1

Cultural Resources: Should evidence of archaeological resources of potential significance be found during ground disturbance, the project sponsor would immediately notify the Environmental Review Officer (ERO) and would suspend any excavation which the ERO determined could damage such archaeological resources. Excavation or construction activities which might damage discovered cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the project sponsor would select an archaeologist to assist the Office of Environmental Review in determining the significance of the find. The archaeologist would prepare a draft report containing an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist would prepare a draft report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, the alternatives analyzed in the EIR will include the following:

1. A No Project Alternative in which the project site would remain in its existing condition, with two vacant commercial buildings.
2. A Variant No Project Alternative in which the two existing buildings on site would be reused as permitted by zoning with no discretionary approvals.
3. A Smaller Alternative, in which the proposed uses would be at a lower level of intensity.

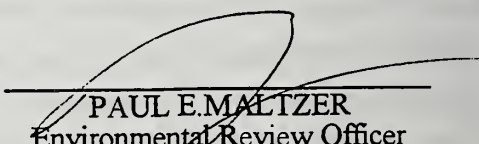
F. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

G. ON THE BASIS OF THIS INITIAL STUDY

- ☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- ☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: March 6, 2002


PAUL E. MALTZER
Environmental Review Officer
for
Gerald G. Green
Director of Planning

